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SUBJECT Grossenhain Airfield

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IS UNEVALUATED INFORMATION

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1. About 20 silver-gray jet fighters, rudder assembly slanting high to the rear and a sizable number of motor vehicles parked in a square were observed east of the hangar on the southern edge of the Grossenhain (N 52/A 01) airfield at 11:30 a.m. on 14 February 1950. Groups of officers and EM were standing between the jet planes so that the observer had the impression that an inspection was being made. It is therefore possible that on this occasion all the jet planes stationed in Grossenhain were lined up at the field.
2. School children who passed the field several times every day expressed their surprise on the great number of these planes. They had never seen so many at the field before.
3. Two single-engine low-wing monoplanes, presumably fitted with radial engine and painted green were also parked at the field. They took off at 11:45 a.m. and circled over the town. Both planes seemed to be of the same type and had a strikingly low rudder assembly but one was flying with retracted landing gear while the other had a rigid landing gear with a strikingly wide tread.
4. There was no flying at the field between 2 and 5 p.m. on 21 February 1950. The weather was rainy and visibility poor. All the hangars were closed. A single-engine low-wing monoplane, whose engine was covered with a tarpaulin, was parked in front of the hangar on the southern edge of the field. All the quarters were occupied. Only the trucks were observed. The boundary markers on the runways were missing. No railroad cars were standing on the spur track or at the fuel dump on the northern edge of the field. The northeastern corner of the field could not be observed. The radio station west of the field was still there.

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5. no work was being done on the construction site in the south-eastern corner of the field [redacted] The circular concrete pedestal was completed. A brick wall was under construction east of it. A balancing stand was possibly being built there.

6. Eight jet planes were parked on the southern border of the field along the railroad track at noon on 22 February 1930.

[redacted] Twelve other jet planes were parked between the railroad line and the runway and sixteen tank trucks were seen near them. Ten more jet planes were standing on the large SE-NW runway. All the 30 jet aircraft were of the same type. Five conventional aircraft were parked near the large hangar.

7. Description of the observed aircraft:

a. Jet planes: Leading edge of wing fairing into fuselage forward of center, trailing edge fairing into fuselage aft of center, slightly rounded at roots, wing tips cut off. Cockpit beginning forward of leading edge of wings, and terminating over the front section of the wing. Nose wheel retracts into fuselage, landing gear at the inner third of wings retracting inward into wings; no tail wheel. Rudder assembly mounted shortly before tail, elevator assembly extending far to the rear. There was a blister under the fuselage in line with the wing chord. The plane was painted silver.

b. Conventional aircraft:

Glumpy engine, three-bladed propeller, midwing monoplane, rigid landing gear with struts, trapezoidal wings with cut-off wing tips, trailing edge of wings beginning about center of fuselage, cockpit mounted in middle of wings. One of these planes was seen on the ground. It had a two-man crew and was painted green.

8. The mentioned 10 jet planes took off one after another at intervals of six to eight minutes from the middle of the runway between 12:30 and 2 p.m. None of them had returned by 2 p.m. The planes were airborne only a short distance before Elsterwerda strasse.

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9. Four jet fighters [redacted] were parked in the vicinity of the railroad line at the airfield on 23 February 1930. The weather was cloudy.

10. From a Soviet family it was learned that the administration officer of the field was called Rex or Rex and that he was

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billeted at 14 Karl-Liebknecht-Strasse. The Soviet women had, allegedly, been told by the commanding officer that they were going to be returned to the Soviet Union in March 1950.

11. no transport trains had recently arrived at the field and no observation of the assembly of aircraft was to be made.

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Comment:

a. The presence of jet aircraft is concordantly stated by all descriptions it is inferred that these jet planes are of the same type as those stationed at the Granienburg, Zerbst, Finow, and Brandenburg-Briest airfields. The total number of jet aircraft stationed in Grossenhain is estimated at about 40.

the field is occupied by two fighter regiments. The piston-powered aircraft are of type LA-9.

b. The observed four jet planes (para 9) were confirmed

c. The aircraft described in paras 5 and 7b cannot be identified.

d. The construction project in the southeastern corner of the field (para 5) possibly concerns the installation of a balancing disc.

e. The administration officer mentioned in para 10 is not known, and therefore does not help identify the units stationed at the field.

f. The alleged imminent transfer of the Soviet dependents to the Soviet Union is considered credible since similar information has also been received from other places.

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